

I-69 Section 6 Mythbusters



✗ Myth:

Since I-69 Section 6 is using State Road 37, INDOT will start purchasing homes and businesses along the corridor.

✗ Myth:

There's going to be a cloverleaf interchange in Section 6.

✗ Myth:

Property values will go down along the corridor if I-69 is constructed using State Road 37.

✗ Myth:

Jobs will be lost if I-69 is constructed using State Road 37.

✗ Myth:

INDOT is moving forward with Section 6 with no way to pay for the project.

✓ Fact:

INDOT will assess the effect to each home and business on a case-by-case basis, but land purchase activities will not take place in earnest until after the federal decision in 2018.

✓ Fact:

There are no proposed cloverleaf interchanges in Section 6.

✓ Fact:

Property values are dynamic and affected more by local zoning decisions. However, the completion of I-69 will result in less congestion and fewer accidents that typically encourages further development and enhances property values.

✓ Fact:

New roads mean new jobs, not fewer jobs. Investing in transportation infrastructure will create new jobs.

✓ Fact:

The State's strong financial position will allow INDOT to complete I-69 in a fiscally responsible way, all while protecting the interests of Hoosier taxpayers.



✗ Myth:

Constructing I-69 using State Road 37 will cause major traffic volume challenges at the future I-465/I-69 interchange.

✓ Fact:

The proposed interchange connecting I-69 and I-465 will reduce congestion for local traffic.

✗ Myth:

Businesses along SR 37 in Perry Township will suffer if I-69 is built using State Road 37.

✓ Fact:

INDOT will meet with businesses to address their concerns for impacts and logistics, and where possible, accommodate them.

✗ Myth:

INDOT will start constructing I-69 Section 6 from the north (or south) end of the project.

✓ Fact:

INDOT has not made any decisions about construction sequencing.